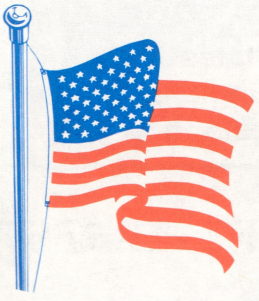
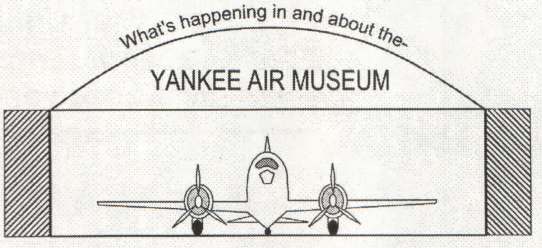
The Newsletter of the Yankee Air Force





Hangar Happenin's

What's happenin' this month?

The Room 216 Report Page 3
Connie's Corner Page 4
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Rub-A-Dub-Dub! Page 6

2001 ***Gathering of Fighters*** Photo of the Month **Page 3**

Photo by ***Craig Purdie*** *8096 WR*

Air Display 2002 ***Salute to Freedom*** Page 10
World War II Symposium ***Doolittle Raiders*** Page 11

ELECTION NOTICES INSIDE PAGES 8 - 9

Join us on the web: www.yankeeairmuseum.org

June 2002

The Yankee Air Force, Inc.
A Non-Profit Organization
501(c)(3)
2041 A Street - East Access
Willow Run Airport
Belleville MI 48111

Hangar Happenin's is a monthly newsletter of the Yankee Air Force.

Founding Editor: **Bill Abbott**
1919 - 2000

Editor: Evelyn Rouse

Staff:
Bill Colwell
Connie Kosek
Don Burke
Bill Hanney
Ernie Panizzoli
Mary Ann Bittner
Roger Peterson
Bernie Hallman

Officers of the Yankee Air Force:

President: Jon Stevens
Vice-President: Bill Hanney
Secretary: Mary Jane Medlock
Treasurer: Erwin Stirnweis

Directors:
Ray Jackson
Deane Baker
Brian Higgins
Dave Sunday
Bill Colwell
Ray Hunter
John Day
Dick Stewart
Paul Chu Lin
Tony Hurst

MEETING SCHEDULE

1st Wednesday of Month - 7:30 PM
General Membership
All Members & Guests Welcome

2nd Wednesday of Month - 7:30 PM
Flyable Aircraft Meeting
Everyone Welcome

3rd Wednesday of Month - 7:30 PM
Board Meeting
Public Welcome

MUSEUM HOURS

10 - 4 TUESDAY - SATURDAY
12 - 4 SUNDAY
CLOSED MONDAYS AND HOLIDAYS

Phone: (734) 483 - 4030
Fax: (734) 483 - 5076

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Visitors to our Museum
during the month of
April 2002
were from
27 United States
and German, England,
Canada and Costa Rica

PAST DATES OF INTEREST

* * * * * * * * * * * * * * * * * *

3 June 1959	Graduation Day for first USAF Academy class
8 June 1995	Downed USAF F-16 pilot Captain Scott O'Grady rescued in Bosnia after 6 days alone in hostile territory
26 June 1948	Berlin Airlift begins in response to Russian blockade
28 June 1934	Boeing contracted to design B-17
28 June 1945	Last B-24 built at Ford Motor's Willow Run Bomber Plant
29 June 1955	First B-52 enters operational service with USAF
30 June 1950	President Truman authorizes air strikes on North Korea

* * * * * * * * * * * * * * * * * *

Winner of the 50/50 drawing
at our May meeting was
DAN COJOCAR
who donated his winnings to
our Lockheed Lodestar

Our internet address is
http://www.yankeeairmuseum.org

Our e-mail address is
yankeeairmuseum@provide.net

Hangar Happenin's e-mail address is
yankeeairmuseum@provide.net

The Room 216 Report

Jon Stevens
L 4172 WR

Like most of you over the years, I've worn a variety of hats and shirts with the *Yankee Air Force* name and logo. And with the heightened security at Willow Run since September 11th a lot of us have picked up a new item, the ID badge developed by **Clay Jones, Jr.** that identifies us as members.

For those of you who haven't seen them, they have our name, membership number, membership expiration date, photograph, title or department we work in, and our address at the airport.

And like everything else that's "officially sanctioned" (member's hats, membership badges, etc.) they read **Yankee Air Force** across the top and show the YAF logo.

I've had mine since December, and have usually kept it clipped to the collar of my jacket all of the time.

Now more than ever, people notice the name, and may ask, "What's the *Yankee Air Force*?" More often than not, though, the question I get is "Are you in the Air Force?"

When I explain that the ID badge identifies me as a member of the museum, the usual response is "Then why don't you call it the *Yankee Air Museum*?"

Why not, indeed? And just as the general public is often confused about our name, so are we sometimes.

Our official legal name is ***Yankee Air Force, Inc.*** *d/b/a* (doing business as) ***Yankee Air Museum***. We often use the names interchangeably and even came up with a third variation, ***Yankee Air Force Museum***, which, unlike the first two, isn't a registered name. We seem to be confused as to who and what we are.

On the airshow circuit, the *Yankee Air Force* is a well-respected name. Within the museum community, the *Yankee Air Museum* name is becoming better recognized for our accomplishments.

Within the two communities, the respective names and identities serve us well, but when it comes to the general public, they just don't "get it" when it comes to the *Yankee Air Force* name. In the long term, from a membership and fundraising standpoint, it seems to me that the public's perception will be the most important.

We have a number of options to help overcome the confusion, both internally and externally. Having discussed this with several members, I'd like to suggest we officially change the corporation's name to *Yankee Air Museum, Inc.* and create a subsidiary with the *Yankee Air Force, Inc.* name.

As we are currently set up, the one corporation owns and controls all of the division's assets. Under this structure, the parent *YAM* would own all of our assets, except for the flyable aircraft, which would belong to the *YAF* subsidiary.

Each corporation would continue to have their own bank accounts, but because the *YAF* would be a subsidiary, we would not have to create a second board of directors. Also, we'd still be able to move funds and assets between the two, as we do today with funds.

Each division would still operate as they do today, whether or not they have flyable aircraft.

From a perspective of cost and difficulty, making this change would only require our attorneys to file some paperwork, and we'd pay a few minor administrative costs for paperwork.

All organizations change over time, and sometimes changes aren't easy. Making this change would allow us to keep the best of who we are, improve both the foundation's and our fundraising capabilities by further isolating the liability of the flyable aircraft, and better prepare us for the day that we are an all-static aircraft museum.

As always, if you'd like to talk about this, or anything else related to YAF, please feel free to e-mail me **jon_stevens_77@worldnet.att.net** or call me at home **(248) 353-3384**.

Until next month, let's keep talking, and **keep 'em flying** *!*

AT-6 TEXAN

SCREAM 'N REBEL

Jim Greeson, a Northwest Airlines captain living in Tecumseh, Michigan, owns and flies this beautiful representation of a Mosquito T-6, painted to match a 6147th Tactical Control Group LT-6G flown out of Chuchon Airfield in Korea during 1953.

The Texan pictured here, an ex-Navy SNJ-4 built in 1943, was stationed in 1950 at the Naval Air Station on Grosse Ile, Michigan.

Jim and his *SCREAM 'N REBEL* are planning to return this August to appear at our Air Display 2002 *Salute to Freedom.*

CONNIE'S CORNER

by
Connie Kosek

Seek peace,
and pursue it.

Psalm 34:14

Yankee members
and website friends —

This June 6, 2002, will be the 58th anniversary of D-Day, the Allied invasion of Europe, the beginning of the end of the war in Europe. During the invasion, many Allied lives were lost while many were captured and became prisoners of war until they were liberated.

To many of us, it was a difficult time after all wars—WWII, Korean, Vietnam, Desert Storm, and Somalia—to forgive and forget our enemies. The GOOD BOOK tells us to do this; however your personal feelings might disagree with this. But, here are two stories from two different wars, World War II and the Vietnam War, two different airmen, 31 years apart, and how they found inner peace within themselves.

World War II 1942
Sergeant Jake DeShazer
B-25 Crewman

Sgt. Jake DeShazer, a Doolittle Raider from the deck of the carrier *USS Hornet* on a very successful bombing mission over Tokyo, was shot down along with his crew and captured. Sgt. DeShazer was placed in solitary confinement in a Japanese prison camp and would remain there for forty months. Somehow, the prisoners were able to get a copy of the Bible. The prisoners would take turns, passing the book from cell to cell, each prisoner eagerly reading it for his allotted three weeks. Sgt. DeShazer read the Bible through several times and memorized many passages of the Scriptures.

The months he was held captive soon turned into three and a half years, but he survived and was released after the end of WWII and returned to the United States. He then went on to Bible college, graduated, became a missionary, and returned to Japan. He wrote a tract entitled *I Was a Prisoner of Japan*. One of the many people who read the tract was Commander Mitsuo Fuchida, the lead pilot of 360 planes that attacked Pearl Harbor. DeShazer and Fuchida eventually met and spoke side-by-side at evangelists' rallies, becoming good friends.

Vietnam War 1966
Captain Peter Peterson
F-4 Phantom Jet Fighter Pilot

Former POW Pete Peterson returned to Vietnam and became our first post-war U.S. Ambassador to Vietnam.

After Captain Peterson's F-4 Phantom was shot down on the night of September 10, 1966, near Hanoi he parachuted into a tree breaking his legs, shoulder and right arm before he was captured. His captors paraded him through their village, throwing rocks and screaming in an atmosphere similar to a lynching. He soon was imprisoned along with 3,000 other prisoners at the notorious *Hanoi Hilton.* He was held captive for six and a half years, clothed in nothing but pajamas. He endured merciless torture and ridicule and came close to starvation, often surviving on insects and contaminated water. Then one night in March 1973, his North Vietnamese captors came to his cell with a blue denim shirt, trousers and a pair of ill-fitting shoes and told him to get dressed. The next morning he was put on a plane and flown to freedom.

Captain Peterson said he had a lot of built-up hate inside him while he was a prisoner of war, but that when he walked out to freedom, he realized that was futile.

Peterson returned to An Doal, Vietnam in 1990 to meet with his former captors. While shaking their hands he said, "You and I symbolize our two countries and our ability to get along."

What these two great men from two different wars learned was to forgive and make peace with the past. It should be a lesson to all of us.

God Bless America and all our surviving prisoners of war.

Permission to use material on Sergeant DeShazer was given by Larry Roland, Senior Pastor of the First Baptist Church of Wayne in Wayne, Michigan.

Information on Ambassador Peterson was taken from Parade Magazine and the Detroit Free Press.

LET'S GO FOR A RIDE !

Join other YAF members on a flight to exciting places in our C-47

In order to involve more members in YAF flying activities, we are offering one-day excursions in our C-47 to places of interest. This will be done under a shared expense provision which the FAA allows private owners of airplanes, like the Yankee Air Force, to charge for airplane operations to cover expenses. Below are the dates, destinations and cost for each person on the trip. Everyone flying must be a current Yankee Air Force member.

This program is turning out to be very popular. Better sign up now to enjoy the fun of a C-47 excursion this summer!

Day & Date		Location		Round Trip Cost
Tuesday	6-11	Hamilton, Ontario, Canada	CANADIAN WARPLANE HERITAGE MUSEUM	SOLD OUT
Wednesday	6-12	Hamilton, Ontario, Canada	CANADIAN WARPLANE HERITAGE MUSEUM	$95
Sunday	8-11	Oscoda, Michigan	WURTSMITH AFB MUSEUM	$85
Tuesday	8-13	Kalamazoo, Michigan	AIR ZOO MUSEUM	$55
Tuesday	9-10	Dayton, Ohio	USAF MUSEUM at WRIGHT-PATTERSON AFB	SOLD OUT
Wednesday	9-11	Dayton, Ohio	USAF MUSEUM at WRIGHT-PATTERSON AFB	$80
DATE TO BE DETERMINED		Oshkosh, Wisconsin	EAA MUSEUM [NOT DURING ANNUAL FLY-IN]	$175-$200

Fare covers only air transportation. Admission to museums not included in round trip cost.
Flights will depart from the YAF hangar at 9:00 AM and return before dark.
There must be at least 12 but no more than 18 YAF members scheduled for each trip.
To reserve a place on one of these adventures, complete the form below and mail to the address indicated.
A check or credit card information must be enclosed to reserve your seat on each desired trip.
Seats are first-come first-served! If demand is great enough, additional trips may be planned.

NAME DAVID SAUNDERS YAF Member # _____ PHONE 248 - 394 - 0329

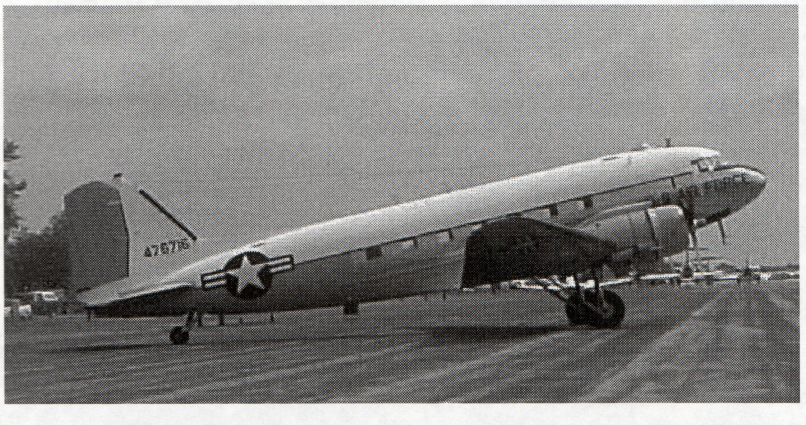
NAME _____ YAF Member # _____ PHONE ____ - ____ - _____

DATE of TRIP 6-12 HOW MANY SEATS? 1 x COST EACH 95.00 = TOTAL ENCLOSED 95.00

For CREDIT CARD charges: (Circle one) Visa MasterCard # _____ Exp Date _____

SIGNATURE: _____

Yankee Air Force reserves the right to cancel any of these excursions at any time and refund the participant the amount they have paid.



MAIL FORM AND PAYMENT TO:

C-47 Excursion Program

Attn: Randy Hotton
Yankee Air Force
P O Box 590
Belleville MI 48112-0590

RANDY HOTTON will answer questions at:
(734) 547-7244 DAYS
(734) 697-4754 EVENINGS

RUB-A-DUB-DUB !

On Saturday, April 6, 2002, the Yankee Air Museum held its 4th annual polishing party. The day dawned bright and sunny, but chilly. This is the day that all the Museum's flyable aircraft get polished for the upcoming flying season. A number of volunteers had, on Friday, come in and positioned ladders and air stairs around the B-17 and the C-47. The B-25 would not be polished this year because it is on jacks while undergoing a complete restoration.

The first of the plane polishers arrived at 8:00 AM, even though the official start time wasn't until 9:00 AM. By 9:00 AM, it seemed like the trickle of people became a river of people. We had asked that each bring a can of *Mothers Mag & Aluminum Polish* and some soft clean rags. We started polishing the B-17, and there were people working on the fuselage, front and rear, on the wings, both top and bottom. Lots of young children attacked the belly of the aircraft. The tail turret attracted a lot of attention. But the favorite position was the bomb bay doors. By 11:00 AM, the B-17 was covered by people and pretty well polished. People started moving over to the C-47. The only place that needed polishing on the C-47 was from the top of the windows down to the wing root, and forward from the last window to the tip of the nose. The rest of the plane is painted. The painted areas need to have the oxidized paint removed and then waxed. Sitting outside sure has taken a toll on the paint.

Before noon, lunch was announced. You had your choice of hot dogs or sloppy joes, potato salad or cole slaw, potato chips, two kinds of cakes, brownies with or without nuts, or cookies for desert. Coffee, soft drinks or water to wash it all down. After lunch, a raffle was held, and a half dozen lucky people walked out with T-shirts and sweatshirts. Well, the children who won ran, skipped and had to show everybody that they won something.

After lunch, the polishing was finished. Ladders and equipment were removed from around the B-17. The hangar doors were opened and the B-17 was taken outside into the sunshine. The sun bounced off it, causing a terrific glare. Many of the people that had spent the morning working hard gathered near the B-17 for a group photo.

After that was taken, the maintenance crew boarded the aircraft. Soon, number three prop started turning. Five blades, ten, fifteen, twenty blades. The engine coughed, belched smoke, started with a roar, and then settled down to a purr. Next, number four came to life, followed by two and then one. That marks the start of another flying season.

We had a sign-in sheet to get an idea of how many people helped polish the aircraft. This year 173 people signed in. How many did not sign in, we don't know. But many hands make light work. Next year we will do it again, and you are all invited to join in the fun. The organizers would like to thank everyone who helped make this event a success.

— ***Don Burke***

THANK YOU!

Division: **Willow Run**

BARGER, Ralph
BELLANT, Richard E.
BUON, Arthur
BURCH, Angus
CAMPBELL, Colleen
CLARK, John A.
DILLA, Heather M.
DOMAGALSKI, James B.
DONAWICK, Stephen R.
FROEDTERT, Chris
GRANT, William
HOWARD, Shelley
KANDLER JR., Karl
KELLY, Mike
KING, Tom
KLICK, Tom
KRUPANSKY, David
LASSWELL, Fred
MCNEW, Lonnie B.
NELSON, William
OLHEISER, Joseph
OLINIK, Francessa H.
OLINIK, John P.
PABIN, Larry
PARMLEY, Jean
PINDZIA, Patricia
ROLL, Paul J.
ROTH, Linda
STAMBAUGH, Paul
THOMPSON, Diane L.
WHITE, W. Reynolds
WILLIAMS, Cindy
WILLIAMS, Robert

2002 ELECTIONS COMMITTEE SCHEDULE FOR THE WILLOW RUN DIVISION OF YANKEE AIR FORCE INC.

These dates represent deadlines and fixed committee meetings and activities. Other meetings and activities will be scheduled separately as needed.

JANUARY 2002
Submit Elections Committee names to the Board.

FEBRUARY 21
Board appoints Elections Committee.
Organizational meeting:
choose Chair, review schedule, review rules and suggest ballot revisions.

MARCH 23
Meet to finalize schedule and rules, submit final copies to Secretary and Legal Council for consistency with the bylaws.
Give copies to Board and post.
Prepare *Hangar Happenin's* notice, including Nomination Form.

APRIL 13
Obtain from Secretary list of Board members including those whose terms expire. Notify Board members whose terms are expiring.

MAY & JUNE
Gather and prepare all materials needed for September mailing of ballots

JUNE
Make nomination forms available to all members in the June issue of *Hangar Happenin's* and in the Meeting Room.

JULY
Present bylaw changes to Board.
Arrange for printing of ballots and bylaws.

AUGUST 9
Deadline for candidates to submit completed nomination forms.
Elections Committee will collect forms at the Belleville Post Office and from the YAF Meeting Room collection box at 4:00 PM.

AUGUST 10
Election Committee meets to review nomination forms received.
Membership Chair verifies eligibility, accepts or rejects.
Prepare National ballot.

AUGUST 10
Complete election ballot preparation.
Prepare the bylaw ballots if needed.
Send ballots to the printer.

SEPTEMBER 5
Request Membership list and labels (2 sets) of members of record as of September 5, 2002 and check off list in alphabetical order.

SEPTEMBER 7-14
Assemble ballots and envelopes for mailing. Check off on list as **OUT**.
Complete preparations for mailing and check for accuracy. Request stamps from Treasurer. Metered mailing preferred.

SEPTEMBER 16
Mail ballots.

OCTOBER 4
Deadline for ballot return

OCTOBER 5-11
Log in ballots.

OCTOBER 12
Ballot count at 9:00 AM.

OCTOBER 16
Election results presented to Board.

NOVEMBER 13
12 Noon:
Last opportunity for challenges.

NOVEMBER 13-20
Review challenges and resolve.
Forward to Board.

NOVEMBER 20,
Final report to the Board.

NOVEMBER 23
Secretary's Office notifies Divisions.

NOVEMBER 28
Submit budget for next year.

Name to appear
on ballot: _____ Membership Category and #_____

Address: _____

City: _____ State: _____ Zip: _____ - _____

I HEREBY DECLARE THAT I AM A CANDIDATE FOR THE HEADQUARTERS OFFICE OF:

_____

A candidate must be a General, Life, or Senior Life member in good standing.
The office of President or Vice-President requires the candidate to have held a Board position for one calendar year prior to taking office.

Past or present offices held:_____
_____

Committee service: _____
_____

Activities participation: _____
_____

Other interests: _____
_____

Your goals for the future of Yankee Air Force: (LIMITED TO THIS SECTION ONLY)

_____
_____
_____
_____
_____
_____
_____

SIGNATURE: _____ DATE: _____

One set of voter mailing labels can be purchased from the Membership Office. Candidate photos may be included at a later date.

THIS NOMINATING FORM MUST BE IN THE HANDS OF THE YAF ELECTIONS COMMITTEE NO LATER THAN 4:00 PM ON FRIDAY, AUGUST 9, 2002
NOMINATIONS AFTER THIS TIME WILL NOT BE ACCEPTED.

MAIL TO: **YANKEE AIR FORCE INC.**
ELECTIONS COMMITTEE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

Or hand deliver to the LOCKED BALLOT BOX in the Willow Run Division Meeting Room.

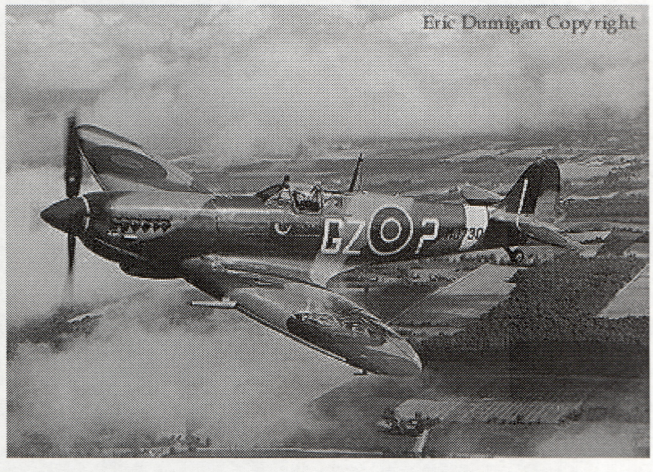
THE YANKEE AIR MUSEUM
PRESENTS

AIR DISPLAY 2002

Salute to Freedom

Saturday and Sunday

August 3rd & 4th



Large variety of aircraft from World War II to present day including:

P-51 Mustangs (3)	C-1A Trader	AD-4 Skyraider	Spitfire (2)
P-47 Thunderbolts (2)	B-17G Flying Fortress	C-121 Constellation	Hurricane
B-25 Mitchells (7)	C-47D Skytrain	F4U Corsair (2)	Lancaster (Sunday only)
F/A-18 Hornet	1929 New Standard	TBM-3E Avenger	MiG-17

Admission:

$10 Adult (17 & up)
$ 5 Members
$ 5 Children (10 -16)
FREE Children (9 & Under)

Hours:

9 AM to 4 PM
Daily

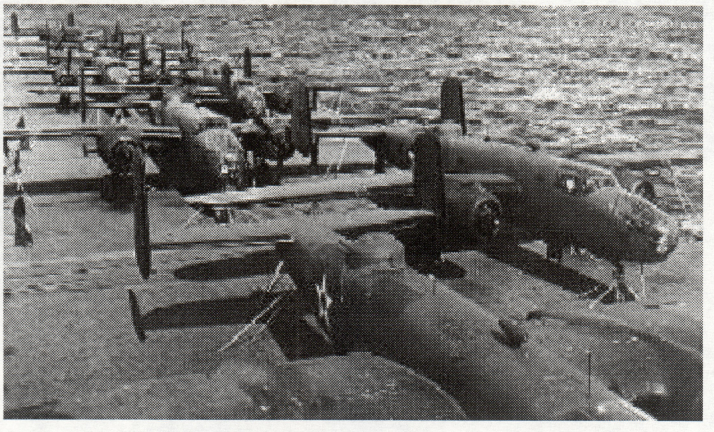
For the latest information and complete aircraft listing see our web site *http://www.yankeeairmuseum.org* or call (734) 483-4030 Ext 200

THE YANKEE AIR MUSEUM PRESENTS

WORLD WAR II AVIATION SYMPOSIUM

Doolittle Raiders

Saturday, August 3rd 2002



Join us Saturday August 3rd after the Air Display for the
Fourth Annual WW II Aviation Symposium.
Our guest speakers this year will be some of the ***Doolittle Raiders***
talking about their historic mission 60 years ago.

The ***Doolittle Raiders*** scheduled to appear are:

- Lt. Richard E. Cole (Co-pilot on Doolittle's aircraft)
- Lt. Thomas Griffin (Navigator of Plane # 9)

Doors open at 5:30 PM
Dinner begins at 6:00 PM
Presentation begins at 7:00 PM

TICKETS: $45 in advance
$55 at the door
IF AVAILABLE !

Symposium Tickets include Dinner and Admission
to both days of Air Display 2002 August 3rd and 4th

Limited number of tickets are available through the ***Yankee Air Museum Shop***.
- *VISA* or *MasterCard* **charge by phone** — please call **(734) 483-4030 Ext 202**
- Checks should be made payable to ***YANKEE AIR FORCE, INC.***

and mailed to
Yankee Air Museum
Attention: Symposium Tickets
P.O. Box 590
Belleville, MI 48112-0590

For the latest information see our web site: ***http://www.yankeeairmuseum.org*** or call (734) 483-4030 Ext 200

The **STINSON** *will be returning soon and ready to fly to Dawn Patrol Breakfasts !*

Our **1943 Stinson V-77 Gullwing Reliant** in June 1999 after its ferry flight from Colorado

For information on flights available in June
call **Mary Jane Medlock**
between 6 - 9 PM
(734) 330-6915

YANKEE AIR FORCE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

Non Profit Organization
U.S. Postage Paid
Permit No. 56
Belleville, MI

David T. Saunders
5010 Clearview
Clarkston, MI 48348

PLEASE CHECK YOUR ADDRESS ON THE LABEL, AND IF YOU HAVE ANY CHANGES, NOTIFY THE MEMBERSHIP OFFICE.